

## MEMORANDUM OF MEETING

**Date:** August 18, 2006  
**Date of Meeting:** August 9, 2006  
**Meeting:** US 301 Toll Diversion Working Group  
**Location:** Cecilton Volunteer Fire Company Banquet Hall  
**Attendees:** See Attached

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### Welcome

Bob Kramer began the meeting at 5:40 p.m. by welcoming the Working Group members to the third meeting and summarizing the meeting's purpose: to discuss and agree on solutions and recommendations to potential weigh station and auto and truck toll diversion issues.

### Opening Remarks

Doug Simmons thanked the members for their continuing attention and participation in developing recommendations. He suggested that if the WG didn't need to meet on August 29 that date could be used for a meeting to discuss Maryland only issues, solutions and recommendations. At the end of the meeting it was decided that the Maryland participants would meet on August 31 at 7:00 p.m.

Mark Tudor expressed appreciation to everyone for their ongoing dedication and contributions and said he was looking forward to the WG's consideration of the draft recommendations. Mark asked if anyone had comments on the minutes for Meeting No. 2. There were none.

### Meeting No. 2 – Recap

Mr. Tudor provided a brief recap of the presentations and discussions that took place during Meeting No. 2. See PowerPoint slides 6–7.

Mark drew attention to slide 8 containing new information that was presented in response to a question regarding auto and truck traffic on MD 313 south of Galena asked at the last meeting by Mayor Pisapia. Mayor Bunnell asked if the data were in the same format as prior information in comparing existing traffic to the 2030 No-Build and 2030 Toll scenarios. He was informed that is the case.

## **Technical Team Evaluation of Breakout Session Recommendations (Potential Working Group Recommendations)**

Bob Kramer explained that the Technical Support Team had taken the ideas and recommendations from the WG breakout sessions conducted during the second meeting and drafted a General Theme to establish a context for preparing draft recommendations for the WG's consideration. The Support Team then developed a series of recommendations and responded to them. This information is in slides 10–22. Bob emphasized that it was very appropriate during the remainder of the evening for WG members to offer new ideas and recommendations. Bob introduced Jim Burnett to lead the discussion of the Theme (slide 10) and draft recommendations.

After discussion among the WG and Support Team members, the General Theme (slide 10) was converted to a **Working Group Statement of Concerns** as stated below:

- The initial concern of the communities was truck diversions due to future US 301 improvements, resulting from the initial traffic forecasts presented by the US 301 Project Team.
- However, based on the updated traffic forecasts, the more immediate concern of the local communities shifted to the issue of truck diversions that may result from the proposed weigh and inspection stations on US 301.
- Additionally, the Working Group is concerned about the potential impacts, including growth in auto and truck traffic, resulting from future economic development and growth in the region.

**The Statement of Concerns was unanimously agreed to by the WG.** See attached page 2.

*Breakout Session – Recommendation #1, Traffic Monitoring Program (Traffic Count Program, slide 11)*

Mr. Burnett explained the Traffic Monitoring Program recommendation. Mr. Powell asked if the monitoring program applied to the Virtual Weigh Stations as well as the permanent weigh stations. The WG was informed that, as written, the Traffic Monitoring Program recommendation addressed only the MSHA and DelDOT weigh stations on US 301 and the toll plaza. The WG concluded that traffic counts should be obtained before and after each virtual weigh station commences operation in a manner similar to the US 301 north- and southbound weigh stations and the toll plaza. **With this amendment, the traffic counts portion of Recommendation #1 was unanimously approved.** See attached page 3.

*Breakout Session – Recommendation #1, Traffic Monitoring Program (Location of Counts, slide 12)*

Jim Burnett, using a map and list, pointed out the locations where the traffic counts would be collected. **The traffic count locations portion of Recommendation #1 was unanimously approved by the WG.** See attached page 4.

*Breakout Session – Recommendation #2, Additional Truck Restrictions (slide 13)*

Mr. Burnett pointed out the 10 routes that would be evaluated to determine the propriety of applying axle-based truck restrictions. Bob Kramer informed the WG that this would be an ongoing evaluation process to ascertain what would work where and when. Changes would be made based on the results of the evaluation. **The WG unanimously adopted the Additional Truck Restrictions part of Recommendation #2.** See attached page 5. The WG requested that the following items be included in the future discussions that will take place involving MSHA, DelDOT and Cecil and Kent Counties:

- Advisability of conducting traffic counts on routes where restrictions are placed after the signs are installed to measure the restrictions' effectiveness.
- Restrictions should not hamper the travel of delivery, gravel or grain trucks.
- Municipalities should be included in the communication and reporting of the traffic counts and the results of the evaluation.

Doug Simmons stated that several of the roads in Maryland were local/county routes rather than state routes and that recommendations from local elected officials would be very helpful. He further stated that more work would be needed regarding the legality and justification for limiting truck use.

*Breakout Session – Recommendation #2, Additional Truck Restriction (Signing, slide 14)*

Jim outlined the routes where enhanced truck restriction signing would be placed. Commissioner Crow commented that signs should be installed so they could be seen by traffic moving in both directions.

**The enhanced signing Recommendation #2 was unanimously adopted by the WG, including Commissioner Crow's clarification that signs should be erected facing in both directions.** See attached page 6.

Rich Lindsay stated that some of the needed signs were being fabricated and would be installed in the near future.

*Breakout Session – Recommendation #3, Excessive Speeds in Warwick, MD (slide 15)*

The language of this recommendation was changed to clarify that it applied to MD 282 from Cecilton to Warwick and that MSHA will work with local representatives rather than with a specific person. **With these changes Recommendation #3, Excessive Speeds on MD 282, was accepted by the WG.** See attached page 7.

*Breakout Session – Recommendation #4, Relocate Proposed US 301 Weigh Station (slide 16)*

Jim explained the recommendation and informed the WG that MSHA and MDOT do not concur with it.

There was discussion regarding the construction and operating budget for the weigh station. Sheriff Price asked if funds could be made available to the counties for enforcement staff and equipment. Dave Czorapinski explained that funds were available to reimburse for staff overtime but not to hire additional staff. Commissioner Crow asked, if funds could be made available for additional State enforcement officers, why couldn't funds be made available for added local personnel who are essentially performing the job that State Police would accomplish. Mr. Czorapinski indicated that the suggestion has merit and he would look into it. In this situation, 80% of the cost would be provided by the State, which would enter into a memorandum of agreement with the locality which would dedicate 80% of employees' time to motor carrier enforcement duties. The WG agreed that this was a matter requiring further exploration as the Maryland members of the WG discuss issues related only to Maryland. See Recommendation #5 on attached page 9.

The WG agreed that the word "Proposed" should be dropped from this recommendation as the weigh station is under construction and is no longer a proposal.

Mayor Pisapia and Sheriff Price expressed their view that the location of the US 301 weigh station at MD 299 should have been considered much earlier in the site selection process.

**Since only three WG members supported this recommendation, it was not adopted; however, the recommendation will remain as a part of the record of the WG considerations.** See attached page 14.

*Breakout Session – Recommendation #5, Virtual Weigh Stations*

After Jim explained the recommendation (slide 17) regarding creation of Virtual Weigh Stations, Sheriff Price inquired about the cost of each station. Mr. Czorapinski explained that there is a wide cost range, depending on the technology that would be used. A station is being constructed on MD 32 at a cost of \$300-500,000. A different technology will be tested that, if successful, will reduce the cost to approximately \$150,000 per station. Dave also pointed out that these stations have fixed locations.

**Recommendation #5 was unanimously approved as the WG's Recommendation #4.** See attached page 8.

*Breakout Session – Recommendation #6, Enhanced Truck Enforcement Efforts*

After Jim described the draft recommendation (slide 18) and based on discussion among the members, two additional recommendations were added encouraging Maryland and Delaware to provide added funding for the increased toll diversion enforcement. **With these adjustments the**

**WG unanimously accepted Breakout Session Recommendation #6 as Recommendation #5.** See attached page 9.

*Breakout Session – Recommendation #7, Sassafras Road @ US 301*

Mr. Burnett presented the two options for modifying the intersection of Sassafras Road and US 301 in association with the new weigh station on southbound US 301. The options are full closure of Sassafras Road west of US 301 and full closure west of Wards Hill Road (slides 19 and 20). Jim explained the advantages and disadvantages of each closure option. Considerable discussion of the options took place. **The WG unanimously approved a slightly modified Breakout Session Recommendation #7 as Recommendation #6 related to the Sassafras Road/US 301 intersection as summarized below.** See attached page 10.

- Closure of the US 301 median crossover except for use by emergency vehicles.
- Closure of Sassafras Road just west of US 301.
- Installation of u-turns on US 301 north and south of MD 299.
- Provision of right turn lanes to Sassafras Road via the truck weigh and inspection station ramps.

The WG unanimously requested periodic examination by MSHA, from a safety perspective, of the operation of this approach, Recommendation #6, and making additional improvements if/when justified. See Considerations B and C on attached pages 15 and 16.

*Breakout Session – Recommendation #8, Auto Diversions in Warwick, MD, Toll Booth*

Jim Burnett explained this recommendation that would result in placement of a toll booth on MD 282, slide 21. The language of the draft recommendation was changed to replace the reference to “town” of Warwick with “MD 282.” The WG members discussed the ability for tractor and trailer trucks to maneuver through the MD 213 and MD 282 intersection. They were informed that some turning movements were very difficult. Rich Lindsay pointed out that there isn’t sufficient available or potential right-of-way to correct the situation. **The WG unanimously decided not to accept Recommendation #8 but agreed that it should be retained as part of the record, should it merit reconsideration in the future.** See attached page 17.

*Breakout Session – Recommendation #8, Auto Diversions in Warwick, MD, Bypass*

After Mr. Burnett presented this recommendation regarding a bypass around Warwick from US 301 to Warwick Road in Delaware (slide 22), the WG agreed to modify the recommendation as follows:

- Remove any reference to Warwick as a town.
- Make it clear that the proposed bypass alignment would go around Warwick from US 301 to Warwick Road in Delaware following an alignment that would include from Sassafras Road to Telegraph Road and Middle Neck Road.
- Cecil County should consider this proposal.

**The WG unanimously agreed not to adopt this recommendation but decided it should be retained in the record of the WG discussions for future consideration.** See attached page 18.

## **Discussion of Additional Recommendations**

Bob Kramer asked the WG members if they had additional suggestions for consideration as WG recommendations. Mayor Pisapia suggested that consideration be given to placing weight restrictions on the Sassafras River Bridge (MD 213) when condition of the bridge dictates and in a manner that would not disrupt local commerce. Mr. Lindsay explained MSHA's bridge inspection and related maintenance and repair program and further pointed out that MD 213 is a primary arterial highway. WG members discussed the implementation and implications of this recommendation including the unlikelihood that weight restrictions would be applied. Captain Dofflemyer explained that the current trend is to restrict trucks according to their length rather than their weight and he pointed out that truck length restrictions currently apply on MD 213. In response to a question, Captain Dofflemyer informed the WG that signs have not been installed informing truckers about these restrictions. Based on this discussion, Mr. Cooper made a recommendation that the truck length restriction on MD 213 be posted. **The WG unanimously approved Recommendation #7, "Consideration should be given to posting truck length restrictions on MD 213."** See attached page 11.

Commissioner Guns asked if any discussion had taken place with the Army Corps of Engineers regarding possible restrictions on the MD 213 bridge over the C&D Canal related to structural issues. The WG was informed that the Project Team would contact the Maryland staff of the Corps of Engineers and ascertain the status of the condition of the bridge and if any restrictions may be applied and, if so, when.

Commissioner Crow asked if the location of the Toll Plaza on new US 301 were final. Mr. Tudor responded that current plans call for the Toll Plaza to be located north of the DE/MD line before the planned Levels Road interchange.

Sheriff Price asked if there were any plans to put a weigh station on US 301 northbound in Maryland. It was pointed out that there would be a weigh station northbound in Delaware (parts of which would be located in Maryland) and that there is a long term study being conducted by MdTA investigating the possibility of locating a weigh station west of the Bay Bridge on US 50.

Mayor Pisapia recommended that the interjurisdictional communication among the towns, counties and states begun by the WG be maintained. **The WG unanimously approved Recommendation #8, Interjurisdictional Communication.** See attached page 12.

## **Next Steps**

Bob Kramer pointed out that the WG's recommendations will be presented to MSHA Administrator Pedersen and DelDOT Secretary Wicks for their review and approval. The WG members will be informed of their action and those pertaining to new US 301 will be included in the Environmental Impact Statement (EIS) for US 301. The WG members are on the mailing list to receive information about the release of the EIS.

## **Closing Remarks**

Doug Simmons thanked the WG and Technical Support Team members for their participation and contribution during all three meetings. He stressed the Working Group was a constructive and informative experience. Doug indicated that the meeting to discuss Maryland issues was tentatively set for August 31 at 7:00 p.m. at the Cecilton Fire Company Banquet Room. He suggested that both counties and all three towns participate and requested that a representative of their planning agencies attend as well. MSHA planning staff and persons involved in development review, as well as other MSHA staff dealing with short- and long-term issues, will be in attendance.

Mark Tudor expressed his gratitude to the WG members for their commitment, insight and assistance. He indicated that the WG had served its purpose extremely well, i.e. getting the state, community, town, county, fire and law enforcement officials together to discuss issues and propose solutions. Mark pointed out that one of the important benefits will be better cooperation and coordination among the involved parties in the future. He informed the group that he expected that Secretary Wicks will be pleased with the results of the WG's efforts which help her make decisions.

Bob Kramer closed the meeting by reminding the group that some of its members were instrumental in bringing about the WG process which was successful as well as expeditious. He said that the recommendation regarding Interjurisdictional Communication is reflective of the group's ability to work together and agree on solutions and of their expectations for continuing communication and cooperation.



## **TOLL DIVERSION WORKING GROUP**

### **August 9, 2006**

#### **ATTENDEES:**

##### **Working Group Members**

Bonny Anderson, Warwick Area Resident  
John Bunnell, Mayor, Town of Cecilton  
Michael Cooper, President, Cecilton Volunteer Fire Company and Cecilton Town  
Commissioner  
Roy Crow, County Commissioner, Kent County  
Mark Guns, County Commissioner, designee for County Commissioner William  
Manlove, Cecil County  
Richard Lindsay, District Engineer, District 2, Maryland State Highway Administration\*  
Bill Kiessling, Mayor, Town of Chesapeake City  
Jeff MacKenzie, designee for Barry Janney, Sheriff, Cecil County  
Harry Pisapia, Mayor, Town of Galena  
Chris Powell, Chief, Galena Volunteer Fire Company  
John F. Price, Sheriff, Kent County  
Douglas Simmons, Deputy Administrator, Maryland State Highway Administration\*  
Lt. Walter "Chip" Smith, designee for Captain Bill Dofflemyer, Commander,  
Commercial Vehicle Enforcement Division, Maryland State Police  
Mark Tudor, Project Director, Delaware Department of Transportation\*  
Melissa Williams, designee for Dennis Simpson, Deputy Director, Capital Planning,  
Maryland Transportation Authority\*

\*Also member of the Technical Support Team

##### **Technical Support Team Members**

Jim Burnett, Traffic Engineer, Rummel, Klepper & Kahl  
Charles Coppage, designee for Robert Kiel, Assistant District Engineer – Traffic,  
Maryland State Highway Administration  
Dave Czorapinski, Chief of Motor Carrier Division, Maryland State Highway  
Administration  
James Dooley, Regional Planner, Maryland State Highway Administration  
Bill Hellmann, US 301 Project Manager, Rummel, Klepper & Kahl  
Scott Holcomb, Senior Transportation Engineer, Gannett Fleming  
Bob Kramer, Meeting Facilitator, Kramer & Associates  
Mark Luszcz, designee for Don Weber, Chief Traffic Engineer, Delaware Department of  
Transportation  
Morteza Tadayon, Team Leader, Engineering Support Team, Maryland State Highway  
Administration  
P.J. Wilkins, Toll Operations Administrator, Delaware Department of Transportation



**Additional Attendees**

John Dillman, Upper Shore Regional Council

Kameel Holmes, Maryland State Highway Administration, Travel Forecasting

Eugene Paik, Cecil Whig

Sergeant Wayne Santmyer, Maryland State Police

John Vail, Sassafras River Association

**Project Team Staff Members**

Andrew Bing, Kramer & Associates

Jeff Kutesch, Rummel, Klepper & Kahl

Edwin Thomas, Kramer & Associates